

From: [Mewbourne, Dee L VADM USN TRANSCOM TCDC \(USA\)](#)
To: [TRANSCOM Scott AFB TCJA Mailbox Director](#)
Cc: [Mewbourne, Dee L VADM USN TRANSCOM TCDC \(USA\)](#)
Subject: FW: Detyens Trip Report 17 April 19
Date: Monday, March 14, 2022 5:45:21 PM
Attachments: [WILLIAMS Tank 5.JPG](#)
[WILLIAMS Tank 4.JPG](#)
[LARAMIE Engine room.JPG](#)
[LUMMUS Davit 2.jpg](#)
[LUMMUS Davit 1.jpg](#)

Trip report from MSC Safety Officer immediately following fatal accident on 3 Apr 19.

VADM Dee L. Mewbourne, USN

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From: Oxendine, Morris CAPT USN COMSC NORFOLK VA (USA)
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Sent: Tuesday, April 23, 2019 4:04 PM
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Did a walk around of LUMMUS. The davit arms are now secured with bigger wire. Metal plates are now welded at the foot of the davit's roller assembly wheels. The davit arms are now at rest because of the metal plates. Prior to the incident the davit arms had been held in position with ½ inch 316 stainless steel wire rope (26,000 lbs. max), but the arms were not at rest. The wires were under constant strain because of the downward travel of the trackway. In the attached LUMMUS Davit 2 photo it shows a wire under strain on one of the other davits. This photo was taken immediately after the incident. Gravity was constantly pulling on the arms which was keeping the wire under tension. There was no chaffing between the wire and the arm. Under constant tension a sharp corner of the davit arm would eventually eat away at the wire. There was no secondary securing device on the davit arms. While onboard the LUMMUS we observed shipyard employees working in a scissor lift without the harnesses being tethered. Detyens Safety Manager secured the work area. We waited there until the employee's supervisor reported to the worksite.

I spoke with the Safety Manager ((b)(6)). He has been tasked to write an SOP for securing Davit Arms. Prior to this incident his Safety Department was not involved or aware of davit work on the LUMMUS. He did state that Detyens had been securing davits for years like they did on the LUMMUS and this was the first time a wire parted.

I commented to the Safety Manager that I was surprised at the safety violations that we had encountered during our walk around. It seemed to me that the tragic incident had been forgotten by some of the shipyard employees. One thing that seems to be a constant on every visit is the shortage of supervisors on station observing the employees.

Prior to departing the shipyard, I observed the HUMPREYS being removed from the drydock.

Thank you sir.

V/r

Ox

CAPT Morris Oxendine

Force Safety Officer

Military Sealift Command

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